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imagery analysis report

CSS-X-4/CSL-2 Propellant Railcars
Identified at Wuchang (Wu-Chang) Locomotive
and Railroad Car Plant, PRC

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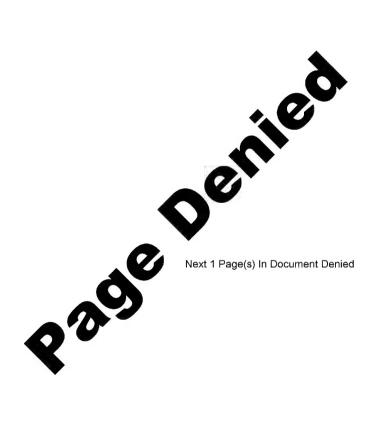


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CSS-X-4/CSL-2 Wuchang (WU-Chang) LC		T RAILCARS IDENT AND RAILROAD CAF		25X1
1. An analysis of sel Wuchang (Wu-chang) Locomotive Republic of China (PRC; Figure 1) of types D, J, K, and L propella associated with the CSS-X-4/CSL specific system.	e and Railroad is involved in nt railcars. Ty	the maintenance, repays pes D, K, and L pr	in the air, and possibly fa ropellant railcars h	People's Z5X1 brication ave been
2. The Wuchang Plattral Wuhan in the Hubei (Hupe The wall-secured railyard at Wuch of two large assembly halls, two served maintenance/repair halls, a	h) Province. nang consists o large rail-	building, two subas support/storage buil track enters the ya service spurs, which sembly and mainter	ldings (Figure 2). ard and branches h serve the fabric	A single into 29 ation/as-
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ous types of railcars and small locomotives are assembled or repaired at this plant. 3. one possible type J propellant railcar, two type K railcars (Figure 3A), and one type L railcar (Figure 3B) were observed within the yard. This was the largest number of the propellant-associated railcars seen at this facility at one time. three type K propellant railcars were on a service spur entering the eastern repair hall (Figure 3C). The most recent observation was when a single type D propellant railcar was observed adjacent to the eastern maintenance/repair hall (Figure 3D). 4. Types K and L propellant railcars have been observed together at Shuangchengzi (Shuang-cheng-tzu) SSM Research and Development Launch Site B 1/2 and at Wuzhai (Wu-chai) Missile Test Complex prior to CSS-X-4/CSL-2 missile launches. The types D and L propellant railcars have been seen together at the Fengzhou (Feng-chou) Guided Missile Engine Plant at the same time as CSS-X-4/CSL-2 missile rail transporters. Type L propellant railcars have only been observed one at a time but usually in the presence of several type D or K propellant railcars. This suggests that the type L may contain filtering, purifying, metering, or pumping equipment. Other than at Wuchang, the type J railcar has only been observed (on poor-quality imagery) at the Beijing (Pei-ching) Guided Missile Development Production Center Changxindian (Chang-hsin-tien At Beijing, it was not at either of the propellant transfer points but on a railspur a short distance away.	There is no conclusive evidence that the type J is propellant related. 5. Usually, significant numbers of propellant-associated railcars would be present at liquid propellant production plants. To date, only two installations—the Yijiafou (I-chia-fou) Possible Liquid Propellant Plant and the Fengxian (Feng-hsien) Chlorine and Caustic Soda Plant have been identified in the PRC as having the capability to produce liquid propellants. However, neither of these two facilities are rail served nor have propellant vehicles ever been observed at either facility. 6. The nearest known rail-served CSS-X-4/CSL-2-related facility is the Shanghai (Shang-hai) Guided Missile Production Plant Minhang (Min-hang; which is approximately 650 kilometers east of Wuhan. The nearest PRC strategic missile facility is the Liankengwang (Lien-keng-wang) SSM Missile Launch Complex which is approximately 250 kilometers east of the Wuchang Plant (Figure 1). 7. The small numbers of propellant railcars and their infrequent sightings could suggest that the Wuchang Plant is more involved with the maintenance and repair of these railcars than with their production. Further monitoring of this facility may reveal the extent to which the railyard supports the strategic missile industry. It could also provide more information about the association of the railyard with the 7th Ministry of Machine Industry. The 7th Ministry is responsible for the development and production of strategic missile systems in the PRC. ²	25X1 25X1 25X1 25X1 25X1 25X1 25X1 25X1

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